

S E C R E T

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IDEA-1001-69
Copy 5 of 5
30 October 1969

MEMORANDUM FOR THE RECORD

SUBJECT: BLUE GULL V

1. On 27 October 1969 I accompanied other members of OSA to Norfolk, Virginia, via C-118 to discuss BLUE GULL V matters with representatives of CINCLANT. Others making the trip were:

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	IDEA/O/OSA
	, D/M/OSA
	Intel/OSA
Cdr. John Flanigan, USN (CNO).	

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2. Upon landing at Norfolk, the group proceeded to the office of the Deputy Chief of Staff/Operations, COMNAVAIRLANT, Capt. Jack Manhertz. Introductions were made by Cdr. Flanigan, and I briefed Capt. Manhertz on the U-2C and U-2R carrier history. He was surprised that this aircraft had been utilized on carriers and indicated that he would assist wherever possible. He noted, however, that the large carriers were very heavily committed and that deck space was at a real premium.

3. After discussing possibilities of utilizing various carriers, Capt. Manhertz excused himself and briefed his immediate supervisor, Capt. James O. Mayo, Chief of Staff, COMNAVAIRLANT. Capt. Manhertz returned to his office and asked [redacted] and myself to accompany him to the Chief of Staff's office to give the Chief of Staff additional information concerning BLUE GULL V. I gave Capt. Mayo a very brief summary of the Agency's U-2/carrier experience and indicated that the current vehicle, the U-2R, had

NAVY review(s) completed.

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GROUP 1
Excluded from automatic
downgrading and
declassification

S E C R E T

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25X1

IDEA-1001-69

Page 2

successfully passed initial testing at Lakehurst Naval Air Station. Capt. Mayo had an extremely negative and antagonistic attitude toward the Agency and the BLUE GULL operation. The remainder of the conversation centered around Mayo's desire to ensure himself that he would not be held responsible should some unfortunate incident occur during U-2R/carrier training. He stated that he would not concur in any U-2R carrier time without certification from Patuxent Air Test Center that the U-2R was qualified to take part in carrier training, or a waiver of this certification from Chief of Naval Operations.

4. He was assured that CIA would coordinate any final requests with the Chief of Naval Operations (CNO) who would levy requirements, if any, upon Captain Mayo. I took great care to emphasize that the Agency was requesting assistance from the Navy and that we would appreciate any help which the Navy could give without, of course, interfering with their normal operations. I reiterated that the U-2R/carrier qualification was a national effort which had the approval of the CNO. We terminated our conversation on a rather sour note, with Mayo signing the Project Secrecy Agreement under protest.

5. In the afternoon [redacted] Cdr. Flanigan and myself met with Capt. John W. Fair, J-3, CINCLANT. Captain Fair is located at the next echelon above Captain Mayo. I gave Captain Fair a brief summary of the U-2/carrier history and was very pleased to find that he had worked with Admiral Carmody on the initial U-2 qualification several years ago. Captain Fair was an enthusiastic audience and was very receptive to our requests. He gave us a rather firm commitment to the effect that he would see that deck space would be made available for the U-2R testing by the first of the year. He indicated that he did not know which of the Ranger Class carriers would be available, but he assured us that we would have the necessary deck time. It was a pleasure conversing with Captain Fair who is a former shipmate of [redacted] and who, because of his

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S E C R E T

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25X1

25X1

IDEA-1001-69
Page 3

experience on prior U-2 carrier operations, will be of significant help in the future. He has retained his IDEALIST clearance.

25X1 6. While at Captain Fair's office, we were introduced to [redacted] GS-16, the CIA Liaison Officer to the CINCLANT. I briefed [redacted] on the reason for our visit and advised him that I would keep him posted on subsequent visits to CINCLANT and the progress of our liaison with the Navy. [redacted] has an Agency staff communications facility and an Agency staff secretary at Headquarters CINCLANT. He is a member of [redacted] and functions as the CIA representative to CINCLANT. His supervisor at Headquarters is [redacted] 25X1
25X1 [redacted] Action has been initiated to obtain IDEALIST clearances for both [redacted] and [redacted] 25X1
25X1 arrangements are being made to brief [redacted] on 30 October 1969. 25X1

25X1 7. Special emphasis should be made to ensure that [redacted] is kept abreast of the U-2/carrier operations within CINCLANT area and that he is advised in advance of any visit to Headquarters CINCLANT.

8. IDEALIST clearance certifications for Captains Manhertz and Mayo were sent to [redacted] CINCLANT, 29 October 1969. 25X1

9. The officers, identified in paragraph one, returned to Andrews AFB via C-118 at 1645 hours, 27 October 1969.

[redacted]
Chief, Security Staff
OSA

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S E C R E T


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25X1

IDEA-1001-69
Page 4

25X1

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